



SFL Corporation Ltd.

Q2 2025 Results Presentation

Forward Looking Statements



This presentation contains forward looking statements. These statements are based upon various assumptions, many of which are based, in turn, upon further assumptions, including SFL management's examination of historical operating trends, data contained in the Company's records and other data available from third parties. Although SFL believes that these assumptions were reasonable when made, because assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond its control, SFL cannot give assurance that it will achieve or accomplish these expectations, beliefs or intentions.

Important factors that, in the Company's view, could cause actual results to differ materially from those discussed in the forward looking statements include the strength of world economies, fluctuations in currencies and interest rates, general market conditions including fluctuations in charter hire rates and vessel values, changes in demand in the markets in which the Company operates, changes in demand resulting from changes in the Organization of the Petroleum Exporting Countries' petroleum production levels and worldwide oil consumption and storage, developments regarding the technologies relating to oil exploration, changes in market demand in countries which import commodities and finished goods and changes in the amount and location of the production of those commodities and finished goods, increased inspection procedures and more restrictive import and export controls, changes in the Company's operating expenses, including bunker prices, dry-docking and insurance costs, performance of our charterers and other counterparties with whom the Company deals, the impact of any restructuring of the counterparties with whom the Company deals, timely delivery of vessels under construction within the contracted price, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, including any changes to energy and environmental policies and changes attendant to trade conflicts, potential disruption of shipping routes due to accidents or political events, the length and severity of the ongoing coronavirus outbreak and its impact on the demand for commercial seaborne transportation and the condition of the financial markets and other important factors described from time to time in the reports filed by the Company with the United States Securities and Exchange Commission.

Recent Events & Highlights



86th consecutive quarterly dividend of \$0.20 per share



Executing on fleet renewal by disposal of older non-strategic assets, freeing up significant investment capacity



Five-year extension of three container vessels with Maersk adding approximately \$225m to our fixed backlog



\$4.2 billion contracted backlog⁴ provides visibility in volatile markets, with more than two thirds contracted to investment grade counterparties

Q2'25 key highlights

\$194m¹

Gross revenue

\$112m²

Adjusted EBITDA

\$1m

Net income

\$0.01

Earnings per share

\$0.20

Dividend per share

~9%³

Dividend yield

Notes: (1) Gross revenue includes charter hire from all vessels and rigs, including assets in 100% owned subsidiaries classified as 'Investment in associates' and proportionate charter hire from partly owned vessels; (2) Adjusted EBITDA² is a non-U.S. GAAP measure. It represents cash receipts from operating activities before net interest and capital payments. For details, please see SFL's second quarter preliminary earnings release Appendix 1: Reconciliation of Adjusted EBITDA; (3) Based on SFL closing price of \$9.01 on August 14, 2025; (4) Fixed rate backlog as of June 30, 2025 including subsequent sales and acquisitions, fully owned vessels, rigs and 100% of four partially owned 19,000 teu container vessels, which SFL also manages. The backlog excludes charterers' extension options and purchase/cancellation options (if applicable)

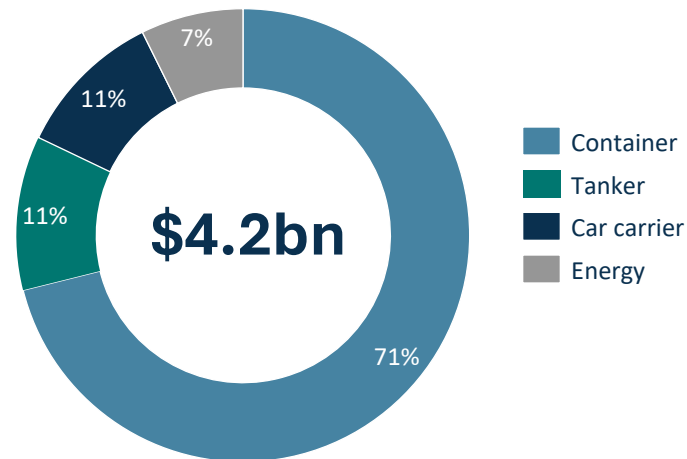
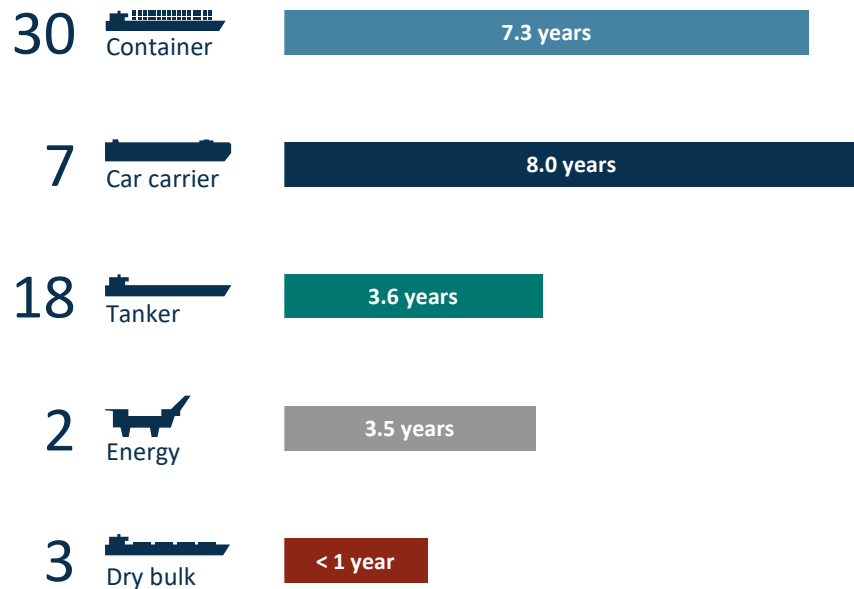
A Leading Maritime Infrastructure Company



Portfolio¹

Contract duration²

Contracted revenue³



Notes: (1) Including partly owned vessels and acquired vessels yet to be delivered to SFL; (2) Average charter term weighted by charter revenues, excluding charterer option periods, and adjusted for subsequent sales and acquisitions; (3) Fixed rate backlog as of June 30, 2025 including subsequent sales and acquisitions, fully owned vessels, rigs and 100% of four partially owned 19,000 teu container vessels, which SFL also manages. The backlog excludes charterers' extension options and purchase/cancellation options (if applicable). Excludes contracted revenue from dry bulk vessels


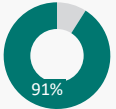








Strong Portfolio of Industry Leading Clients



Customers with new / add-on business since 2021	<div> <div>10%</div> <div></div> </div> <ul style="list-style-type: none"> World's fifth largest container shipping line Publicly listed with a market cap of ~\$25bn Rated Ba1 / BB+ 	<div> <div>4%</div> <div></div> </div> <ul style="list-style-type: none"> Leading liner operator Publicly listed with a market cap of ~\$10bn
	<div> <div>21%</div> <div></div> </div> <ul style="list-style-type: none"> World's second largest container shipping line Publicly listed with a market cap of ~\$35bn Rated Baa1 / BBB+ 	<div> <div>4%</div> <div></div> </div> <ul style="list-style-type: none"> The world's largest independent energy trader with \$330bn turnover in 2024 Privately owned with head offices in Switzerland
	<div>Undisclosed</div> <div> <div>29%</div> <div></div> </div> <ul style="list-style-type: none"> Investment grade shipping company 	<div> <div>3%</div> <div></div> </div> <ul style="list-style-type: none"> Among the largest privately held US companies Industrial conglomerate operating in several different end markets Rated Aa3 / AA-
	<div> <div>7%</div> <div></div> </div> <ul style="list-style-type: none"> Among the world's largest independent E&P players based on production and proven reserves Publicly listed with a market cap of ~\$119bn Rated A2 / A- 	<div> <div>2%</div> <div></div> </div> <ul style="list-style-type: none"> One of the world's largest charterers of dry and wet shipping tonnage World's second largest oil trader
	<div> <div>5%</div> <div></div> </div> <ul style="list-style-type: none"> One of the world's leading car and commercial vehicle makers Publicly listed with a market cap of ~\$63bn Rated A3 / BBB+ 	<div> <div>1%</div> <div></div> </div> <ul style="list-style-type: none"> World-leading chemical logistics company Publicly listed with a market cap of ~\$2bn
	<div>Others</div> <div> <div> <div>12%</div> <div></div> </div> <div>% of contracted revenue</div> </div>	

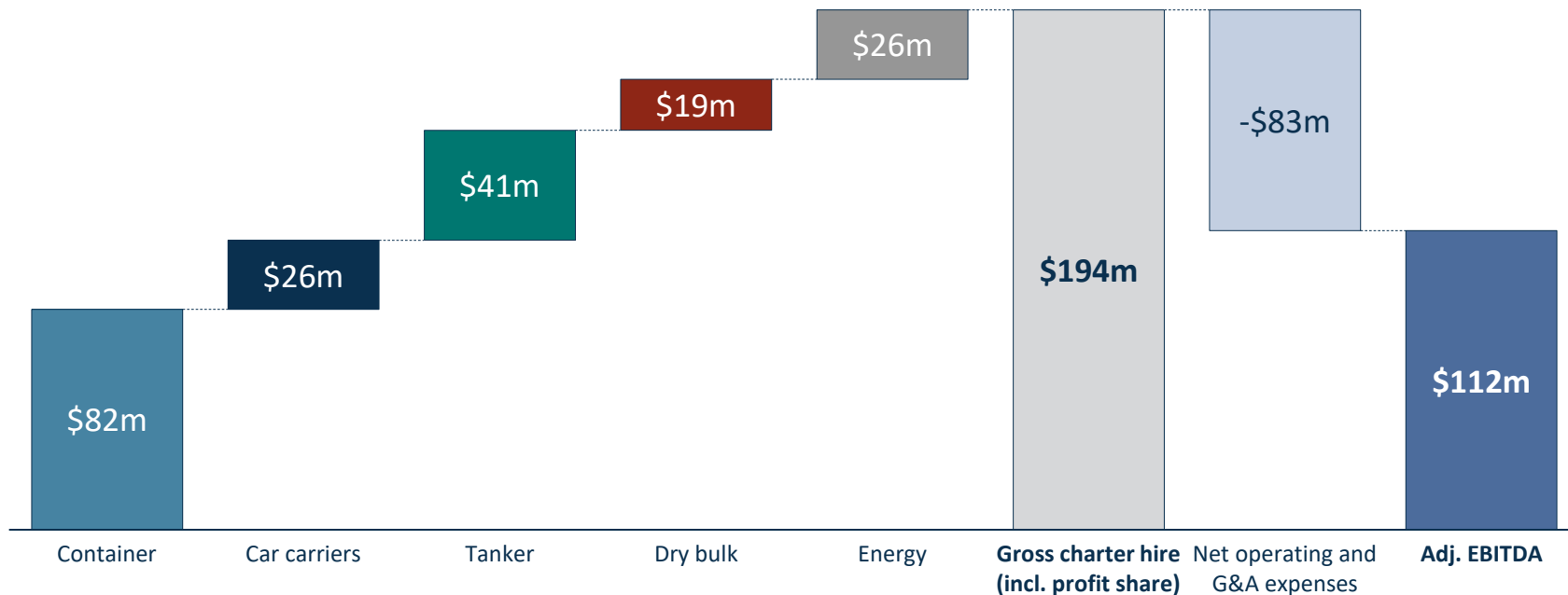
Operational Performance Highlights



Market	Charter type ¹ Q2 2025	Operating days ² Q2 2025	Utilization ³ Q2 2025	Revenue Q2 2025	OPEX Q2 2025
 Container	 <div> BB TC </div>	2,899	98.0%	\$82m	\$24m
 Car carrier		630	98.9%	\$26m	\$6m
 Tanker		1,489	96.3%	\$41m	\$22m
 Dry bulk		1,274	99.9%	\$19m	\$11m
 Energy		91	50%	\$26m	\$19m

Notes: (1) Revenue by charter contract type. TC = time charter where SFL is providing crew and ship management services to the charterer. BB = Bareboat where SFL only provides the ship where the charterer undertakes crewing and ship management; (2) For vessels "operating days" equals calendar days less days for technical off hire, dry dock or yard stay. For rigs "operating days" equals days on rate or in transit covered by mobilisation fees less days off hire and time spent in port not on drilling rate; (3) Utilization means Operating days divided by calendar days

Adjusted EBITDA Q2 2025 Breakdown¹



Income Statement



Operating Revenue

- \$193m of charter hire, including share of revenue from associates and revenue classified as repayment, including \$1m of profit share
- Vessel charter hire of \$167m
- Rig charter hire of \$26m
- \$4m gain on sale of assets

Operating Expenses

- Vessel operating expenses of \$67m, including \$16m related to drydocking
- Rig operating expenses of \$19m

Net Income / (net loss)

- \$1m or \$0.01 per share
 - \$15m or \$0.11 per share from shipping related assets
 - \$(13)m or \$(0.10) per share from energy related assets

(in thousands of \$ except per share data)

	<i>Three months ended</i>	
	Jun 30, 2025	Mar 31, 2025
Charter revenues: sales-type leases (excluding charter hire treated as Repayments)	449	471
Charter revenues: operating leases and rig revenue contracts	186,943	183,358
Profit share income	1,135	1,466
Other operating income	4,061	1,444
Total operating revenues	192,588	186,739
Gain on sale of vessels	4,242	—
Vessel and rig operating expenses	(86,106)	(75,797)
Administrative expenses	(4,377)	(5,276)
Depreciation	(60,864)	(60,911)
Vessel impairment charge	—	(34,093)
Total operating expenses	(151,347)	(176,077)
Operating income	45,483	10,662
Results in associates	521	625
Interest income from associates	1,138	1,125
Interest income, other	1,953	1,881
Interest expense	(45,860)	(46,207)
Interest and valuation loss on non-designated derivatives	(1,577)	(985)
Loss on investments in debt and equity securities	(966)	(360)
Other financial items	1,235	2,180
Taxes	(467)	(792)
Net income/(loss)	1,460	(31,871)
Basic earnings/(loss) per share (\$)	0.01	(0.24)

Balance Sheet



Cash and Liquidity

- \$156m cash and cash equivalents at quarter end
- Approximately \$49m of undrawn credit lines
- 15 unencumbered assets of \$192m at quarter end, with 13 agreed to be sold during Q3 2025
- Sales proceeds from assets subsequent to quarter end of \$154m

Financing and Capital Expenditure

- Ordinary loan instalments of \$59m
- Repayment of multiple facilities relating to 17 vessels during the quarter
- \$25m of expected capital expenditures remaining
- Capital expenditures of \$850m remaining on five large container newbuildings, expected to be funded through pre- and post-delivery financing

Capital Structure⁽¹⁾

- Book equity ratio of 25.5%

(in thousands of \$)

ASSETS

Short term

Cash and cash equivalents	155,820	173,945
Investment in marketable securities	2,859	3,660
Amount due from related parties	7,567	5,682
Investment in sales-type leases, current portion	4,450	33,157
Other current assets	113,037	110,831

Long term

Vessels, rigs and equipment, net	3,417,008	3,463,645
Capital improvements, newbuildings and vessel deposits	174,584	165,921
Investment in associates	16,074	16,270
Amount due from related parties, long term	45,000	45,000
Other long term assets	15,517	13,937

Total assets

3,951,916 **4,032,048**

LIABILITIES AND STOCKHOLDERS' EQUITY

Short term

Short term and current portion of long term interest bearing debt	825,178	623,494
Amount due to related parties	1,809	1,455
Other current liabilities	115,499	98,611

Long term

Long term interest bearing debt, net of deferred charges	1,993,310	2,252,626
Other long term liabilities	6,806	3,473

Stockholders' equity

1,009,314 1,052,389

Total liabilities and stockholders' equity

3,951,916 **4,032,048**

SFL Corporation – Summary

